

(b), the Administrator shall take into consideration the following:

(1) Aviation security screening procedures and practices in place at security screening locations, including procedures and practices implemented in response to the coronavirus.

(2) Volume and average wait times at each such security screening location.

(3) Public health measures already in place at each such security screening location.

(4) The feasibility and effectiveness of implementing similar procedures and practices in locations where such are not already in place.

(5) The feasibility and potential benefits to security, public health, and travel facilitation of continuing any procedures and practices implemented in response to the COVID-19 national emergency beyond the end of such emergency.

(d)CONSULTATION.—In developing the plan required under subsection (a), the Administrator may consult with public and private stakeholders and the TSA workforce, including through the labor organization certified as the exclusive representative of full- and part-time non-supervisory TSA personnel carrying out screening functions under section 44901 of title 49, U.S. Code.

(e)SUBMISSION.—Upon issuance of the plan required under subsection (a), the Administrator shall submit the plan to the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate.

(f)ISSUANCE AND IMPLEMENTATION.—The Administrator shall not be required to issue or implement, as the case may be, the plan required under subsection (a) upon the termination of the COVID-19 national emergency except to the extent the Administrator determines such issuance or implementation, as the case may be, to be feasible and beneficial to security screening operations.

(g)GAO REVIEW.—Not later than one year after the issuance of the plan required under subsection (a) (if such plan is issued in accordance with subsection (f)), the Comptroller General of the United States shall submit to the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a review, if appropriate, of such plan and any efforts to implement such plan.

(h)DEFINITIONS.—In this section:

(1)ADMINISTRATOR.—The term “Administrator” means the Administrator of the Transportation Security Administration.

(2)CORONAVIRUS.—The term “coronavirus” has the meaning given such term in section 506 of the Coronavirus Preparedness and Response Supplemental Appropriations Act, 2020 (Public Law 116-123).

(3)COVID-19 NATIONAL EMERGENCY.—The term “COVID-19 national emergency” means the national emergency declared by the President under the National Emergencies Act (50 U.S.C. 1601 et seq.) on March 13, 2020, with respect to the coronavirus.

(4)PUBLIC AND PRIVATE STAKEHOLDERS.—The term “public and private stakeholders” has the meaning given such term in section 114(t)(1)(C) of title 49, United States Code.

(5)TSA.—The term “TSA” means the Transportation Security Administration.

The SPEAKER pro tempore. Pursuant to the rule, the gentlewoman from California (Ms. BARRAGÁN) and the gentleman from New York (Mr. KATKO) each will control 20 minutes.

The Chair recognizes the gentlewoman from California.

GENERAL LEAVE

Ms. BARRAGÁN. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days to revise and extend their remarks and to include extraneous material on this measure.

The SPEAKER pro tempore. Is there objection to the request of the gentlewoman from California?

There was no objection.

Ms. BARRAGÁN. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I rise today in strong support of H.R. 1877, the Security Screening During COVID-19 Act.

This legislation, introduced by my colleague from Missouri (Mr. CLEAVER), directs the Transportation Security Administration to issue a plan to reduce the spread of the COVID-19 virus at passenger screening checkpoints and among the TSA workforce.

To date, over 8,200 TSA employees have tested positive for the coronavirus, and tragically, 17 workers have died from the disease.

As Americans begin to travel again, we must take steps to guarantee the safety of critical frontline workers and air passengers from the dangers posed by the virus, including the delta variant and other variants that could come our way.

Under H.R. 1877, the TSA Administrator would coordinate with the Department of Homeland Security's Chief Medical Officer, the Department of Health and Human Services, and the CDC to develop a plan that identifies best practices among foreign governments, airports, air carriers, and other Federal agencies regarding COVID-19. Together, they will pinpoint specific operational challenges that TSA can make to further reduce the spread of the coronavirus at airports across the Nation, building on the actions TSA has taken over the past year.

COVID-19 has made it clear that public health is a global issue that requires a global response. That is why the United States must work with our international partners on how best to stop the spread of disease in transportation security settings, end this pandemic, and prevent future outbreaks.

TSA routinely participates in the international exchange of information to enhance global aviation security, share its expertise, and reduce threats across the globe.

Given the unprecedented challenge of the COVID-19 pandemic to today's air travel environment, TSA must capitalize on its international partnerships to identify new ways to enhance its security operations and contain this virus. H.R. 1877 will push TSA to do just that to protect the workforce and passengers.

Madam Speaker, I urge my colleagues to support this legislation, and I reserve the balance of my time.

Mr. KATKO. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I rise today in support of H.R. 1877, the Security Screening During COVID-19 Act.

The COVID-19 pandemic has tested our Nation's preparedness on many fronts. Like in so many other areas, it is important that we emerge from this pandemic stronger than when it start-

ed. This legislation seeks to make our aviation security more resilient by requiring TSA to develop a plan for screening operations during the pandemic.

Madam Speaker, I urge Members to join me in supporting H.R. 1877. I congratulate my colleague and friend from Missouri (Mr. CLEAVER).

Madam Speaker, I have no further speakers, I urge Members to support this bill and I yield back the balance of my time.

Ms. BARRAGÁN. Madam Speaker, I yield myself the balance of my time.

Madam Speaker, H.R. 1877 received unanimous support in our committee because it is a commonsense legislation that will keep Americans safe. The coronavirus pandemic is not yet over, and TSA must work with national and international partners to implement new strategies to stop the spread of disease and prepare for the future.

The Security Screening During COVID-19 Act will push TSA to build upon its current efforts to ensure the agency is doing everything possible to protect the workforce and passengers.

Madam Speaker, I urge my colleagues to support H.R. 1877, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from California (Ms. BARRAGÁN) that the House suspend the rules and pass the bill, H.R. 1877, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. MOORE of Alabama. Madam Speaker, on that I demand the yeas and nays.

The SPEAKER pro tempore. Pursuant to section 3(s) of House Resolution 8, the yeas and nays are ordered.

Pursuant to clause 8 of rule XX, further proceedings on this motion are postponed.

TRANSPORTATION SECURITY TRANSPARENCY IMPROVEMENT ACT

Ms. BARRAGÁN. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 1871) to improve the understanding and clarity of Transportation Security Administration policies, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 1871

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the “Transportation Security Transparency Improvement Act”.

SEC. 2. SENSITIVE SECURITY INFORMATION; INTERNATIONAL AVIATION SECURITY.

(a)SENSITIVE SECURITY INFORMATION.—

(1)IN GENERAL.—Not later than 90 days after the date of the enactment of this Act, the Administrator of the Transportation Security Administration (TSA) shall—

(A) ensure clear and consistent designation of "Sensitive Security Information", including reasonable security justifications for such designation;

(B) develop and implement a schedule to regularly review and update, as necessary, TSA Sensitive Security Information Identification guidelines;

(C) develop a tracking mechanism for all Sensitive Security Information redaction and designation challenges;

(D) document justifications for changes in position regarding Sensitive Security Information redactions and designations, and make such changes accessible to TSA personnel for use with relevant stakeholders, including air carriers, airport operators, surface transportation operators, and State and local law enforcement, as necessary; and

(E) ensure that TSA personnel are adequately trained on appropriate designation policies.

(2) **STAKEHOLDER OUTREACH.**—Not later than 180 days after the date of the enactment of this Act, the Administrator of the Transportation Security Administration (TSA) shall conduct outreach to relevant stakeholders described in paragraph (1)(D) that regularly are granted access to Sensitive Security Information to raise awareness of the TSA's policies and guidelines governing the designation and use of Sensitive Security Information.

(b) **INTERNATIONAL AVIATION SECURITY.**—

(1) **IN GENERAL.**—Not later than 60 days after the date of the enactment of this Act, the Administrator of the Transportation Security Administration shall develop and implement guidelines with respect to last point of departure airports to—

(A) ensure the inclusion, as appropriate, of air carriers and other transportation security stakeholders in the development and implementation of security directives and emergency amendments;

(B) document input provided by air carriers and other transportation security stakeholders during the security directive and emergency amendment, development, and implementation processes;

(C) define a process, including time frames, and with the inclusion of feedback from air carriers and other transportation security stakeholders, for cancelling or incorporating security directives and emergency amendments into security programs;

(D) conduct engagement with foreign partners on the implementation of security directives and emergency amendments, as appropriate, including recognition if existing security measures at a last point of departure airport are found to provide commensurate security as intended by potential new security directives and emergency amendments; and

(E) ensure that new security directives and emergency amendments are focused on defined security outcomes.

(2) **BRIEFING TO CONGRESS.**—Not later than 90 days after the date of the enactment of this Act, the Administrator of the Transportation Security Administration shall brief the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate on the guidelines described in paragraph (1).

(3) **DECISIONS NOT SUBJECT TO JUDICIAL REVIEW.**—Notwithstanding any other provision of law, any action of the Administrator of the Transportation Security Administration under paragraph (1) is not subject to judicial review.

The SPEAKER pro tempore. Pursuant to the rule, the gentlewoman from California (Ms. BARRAGÁN) and the gen-

tleman from New York (Mr. KATKO) each will control 20 minutes.

The Chair recognizes the gentlewoman from California.

□ 1245

GENERAL LEAVE

Ms. BARRAGÁN. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days to revise and extend their remarks and to include extraneous material on this measure.

The SPEAKER pro tempore. Is there objection to the request of the gentlewoman from California?

There was no objection.

Ms. BARRAGÁN. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I rise today in support of H.R. 1871, the Transportation Security Transparency Improvement Act. This bipartisan legislation, as introduced by my colleague from North Carolina (Mr. BISHOP), will ensure consistent standards and improve procedures for designating sensitive security information at TSA.

Sensitive security information, known as SSI, is information that if publicly released would be detrimental to transportation security. Just like with classified information, those who are granted access to SSI have a special obligation to safeguard it and face penalties if they fail to do so. Given these stakes, it is important that TSA apply consistent standards when designating SSI. This bill will not only require TSA to maintain those clear standards, but also develop a schedule to regularly review its SSI guidelines, develop a tracking mechanism for SSI redaction challenges, and conduct additional outreach with aviation stakeholders on SSI guidelines. These reforms will improve transparency at TSA.

H.R. 1871 has the potential to enhance TSA's work to secure last-points-of-departure airports by requiring TSA to include air carriers and other stakeholders in the development of security directives and emergency amendments affecting such airports and to engage with foreign partners on their implementation.

By including industry and international perspectives in this process, H.R. 1871 will ensure TSA's efforts to secure flights from foreign airports are effective.

Madam Speaker, I urge my colleagues to support this legislation, and I reserve the balance of my time.

Mr. KATKO. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I rise today in strong support of H.R. 1871, the Transportation Security Transparency Improvement Act. Clarity and transparency are important everywhere in government, and the TSA is no exception. This bill will ensure that TSA creates a more consistent and transparent system for determining what qualifies as sensitive security informa-

tion, or SSI. It further requires TSA to work closely with transportation stakeholders in the development, review, and implementation of new requirements, known as security directives, or SDs, and emergency amendments, or EAs.

It is critical that TSA works hand in glove with our transportation industry to ensure the safest, most efficient travel for all Americans.

Madam Speaker, I urge all Members to join me in supporting H.R. 1871, and I reserve the balance of my time.

Ms. BARRAGÁN. Madam Speaker, I have no other speakers, and I am prepared to close after the gentleman from New York closes. I reserve the balance of my time.

Mr. KATKO. Madam Speaker, I yield 2 minutes to the gentleman from North Carolina (Mr. BISHOP).

Mr. BISHOP of North Carolina. Madam Speaker, I thank the gentleman for yielding.

The Transportation Security Transparency Improvement Act is a commonsense solution to strengthen national security and promote communication with stakeholders. Involving stakeholders in policymaking is the most effective way to implement trustworthy and efficient decisions. As any stakeholder will tell you, information sharing is critical.

My bill will improve consistency in TSA's designation and redaction of materials as sensitive security information, as well as address the security directive and emergency amendment process and its impacts on international aviation security. My bill will also ensure clear and consistent designations and emphasize TSA's outreach with carriers and local law enforcement to promote information sharing.

Finally, the Transportation Security Transparency Improvement Act will instruct the TSA Administrator to implement guidelines to ensure all security and safety measures are being met. This legislation will undoubtedly improve aviation security by ensuring TSA clearly communicates critical security information to transportation security stakeholders.

Mr. KATKO. Madam Speaker, I have no further speakers, and I urge Members to support this bill. I yield back the balance of my time.

Ms. BARRAGÁN. Madam Speaker, I yield myself the balance of my time.

The Transportation Security Transparency Improvement Act is a bipartisan and commonsense bill that will improve TSA's operations.

Madam Speaker, I urge my colleagues to support H.R. 1871, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from California (Ms. BARRAGÁN) that the House suspend the rules and pass the bill, H.R. 1871.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. MOORE of Alabama. Madam Speaker, on that I demand the yeas and nays.

The SPEAKER pro tempore. Pursuant to section 3(s) of House Resolution 8, the yeas and nays are ordered.

Pursuant to clause 8 of rule XX, further proceedings on this motion are postponed.

DHS BLUE CAMPAIGN ENHANCEMENT ACT

Ms. BARRAGÁN. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 2795) to amend the Homeland Security Act of 2002 to enhance the Blue Campaign of the Department of Homeland Security, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 2795

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the “DHS Blue Campaign Enhancement Act”.

SEC. 2. DEPARTMENT OF HOMELAND SECURITY BLUE CAMPAIGN ENHANCEMENT.

Section 434 of the Homeland Security Act of 2002 (6 U.S.C. 242) is amended—

(1) in subsection (e)(6), by striking “utilizing resources,” and inserting “developing and utilizing, in consultation with the Advisory Board established pursuant to subsection (g), resources”; and

(2) by adding at the end the following new subsections:

“(f)WEB-BASED TRAINING PROGRAMS.—To enhance training opportunities, the Director of the Blue Campaign shall develop web-based interactive training videos that utilize a learning management system to provide online training opportunities that shall be made available to the following individuals:

“(1) Federal, State, local, Tribal, and territorial law enforcement officers.

“(2) Non-Federal correction system personnel.

“(3) Such other individuals as the Director determines appropriate.

“(g)BLUE CAMPAIGN ADVISORY BOARD.—

“(1)IN GENERAL.—The Secretary shall establish within the Department a Blue Campaign Advisory Board and shall assign to such Board a representative from each of the following components:

“(A) The Transportation Security Administration.

“(B) U.S. Customs and Border Protection.

“(C) U.S. Immigration and Customs Enforcement.

“(D) The Federal Law Enforcement Training Center.

“(E) The United States Secret Service.

“(F) The Office for Civil Rights and Civil Liberties.

“(G) The Privacy Office.

“(H) Any other components or offices the Secretary determines appropriate.

“(2)CHARTER.—The Secretary is authorized to issue a charter for the Board, and such charter shall specify the following:

“(A) The Board’s mission, goals, and scope of its activities.

“(B) The duties of the Board’s representatives.

“(C) The frequency of the Board’s meetings.

“(3)CONSULTATION.—The Director shall consult the Board established pursuant to paragraph (1) regarding the following:

“(A) Recruitment tactics used by human traffickers to inform the development of training and materials by the Blue Campaign.

“(B) The development of effective awareness tools for distribution to Federal and non-Federal officials to identify and prevent instances of human trafficking.

“(C) Identification of additional persons or entities that may be uniquely positioned to recognize signs of human trafficking and the development of materials for such persons.

“(4)APPLICABILITY.—The Federal Advisory Committee Act (5 U.S.C. App.) does not apply to—

“(A) the Board; or

“(B) consultations under paragraph (2).

“(h)CONSULTATION.—With regard to the development of programs under the Blue Campaign and the implementation of such programs, the Director is authorized to consult with State, local, Tribal, and territorial agencies, non-governmental organizations, private sector organizations, and experts. Such consultation shall be exempt from the Federal Advisory Committee Act (5 U.S.C. App.).”

The SPEAKER pro tempore. Pursuant to the rule, the gentlewoman from California (Ms. BARRAGÁN) and the gentleman from Mississippi (Mr. GUEST) each will control 20 minutes.

The Chair recognizes the gentlewoman from California.

GENERAL LEAVE

Ms. BARRAGÁN. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days to revise and extend their remarks and to include extraneous material on this measure.

The SPEAKER pro tempore. Is there objection to the request of the gentlewoman from California?

There was no objection.

Ms. BARRAGÁN. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, the Department of Homeland Security’s Blue Campaign is dedicated to raising awareness about the often-concealed crime of human trafficking. Each year, there are thousands of victims of human trafficking in the U.S. with numbers steadily increasing over the last 20 years. Traffickers subject their victims to forced labor, debt bondage, or sexual exploitation by using violence, manipulation, or false promises.

The DHS Blue Campaign works to combat this crime by educating law enforcement and the public on how to recognize the signs of human trafficking. Through outreach to local communities, industry partners, and law enforcement authorities, the Blue Campaign seeks to build on a foundation of human trafficking prevention and protection.

The tactics and techniques that human traffickers use are evolving. It is crucial for the Federal Government to foster awareness in a sustained way and educate Americans on the indicators of human trafficking to identify victims.

H.R. 2795, the DHS Blue Campaign Enhancement Act, would build upon the existing Blue Campaign by focusing on enhancing human trafficking pre-

vention training opportunities and improving the development of such trainings and material. Specifically, H.R. 2795 would create an advisory board which brings together representatives throughout DHS to provide guidance on recruitment tactics used by human traffickers and inform the development of awareness tools.

It would also require the Blue Campaign to create web-based training videos to reach the widest possible audience of law enforcement officers and correction system personnel, among others. H.R. 2795 has bipartisan support and was reported out of committee by unanimous consent.

Madam Speaker, I urge my colleagues to support this legislation, and I reserve the balance of my time.

HOUSE OF REPRESENTATIVES,
COMMITTEE ON THE JUDICIARY,
Washington, DC, May 18, 2021.

Hon. BENNIE G. THOMPSON,
Chairman, Committee on Homeland Security,
House of Representatives, Washington, DC.

DEAR CHAIRMAN THOMPSON: This letter is to advise you that the Committee on the Judiciary has now had an opportunity to review the provisions in H.R. 2795, the “DHS Blue Campaign Enhancement Act,” that fall within our Rule X jurisdiction. I appreciate your consulting with us on those provisions. The Judiciary Committee has no objection to your including them in the bill for consideration on the House floor, and to expedite that consideration is willing to forgo action on H.R. 2795, with the understanding that we do not thereby waive any future jurisdictional claim over those provisions or their subject matters.

In the event a House-Senate conference on this or similar legislation is convened, the Judiciary Committee reserves the right to request an appropriate number of conferees to address any concerns with these or similar provisions that may arise in conference.

Please place this letter into the Congressional Record during consideration of the measure on the House floor. Thank you for the cooperative spirit in which you have worked regarding this matter and others between our committees.

Sincerely,
JERROLD NADLER,
Chairman.

HOUSE OF REPRESENTATIVES,
COMMITTEE ON HOMELAND SECURITY,
Washington, DC, May 26, 2021.

Hon. JERROLD NADLER,
Chairman, Committee on the Judiciary,
House of Representatives, Washington, DC.

DEAR CHAIRMAN NADLER: Thank you for your letter regarding H.R. 2795, the “DHS Blue Campaign Enhancement Act.” I recognize that the Committee on the Judiciary has a jurisdictional interest in H.R. 2795, and I appreciate your effort to allow this bill to be considered on the House floor.

I concur with you that forgoing action on the bill does not in any way prejudice the Committee on the Judiciary with respect to its jurisdictional prerogatives on this bill or similar legislation in the future, and I would support your effort to seek appointment of an appropriate number of conferees to any House-Senate conference involving this legislation.

I will include our letters on H.R. 2795 in the Congressional Record during floor consideration of this bill. I look forward to working